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Invaluable for Strength and
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Hongkong Daily Press.

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The Highest Possible Award.
JOSEPH GILLOTT'S PENS
Of Highest Quality, and having
Greatest Durability are therefore
CHOICE.
The Only Award Chicago, 1893
[91a]

No. 14,389 號次拾捌百零千肆萬壹第 日期十式月年十一月光 HONGKONG, SATURDAY, MAY 14TH, 1904. 陸拜禮 號肆十月五年肆零百九壹英港香

PRICE, \$3 PER MONTH.

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IS A DELIGHTFUL ADJUNCT TO
THE TOILET, AND ALSO SERVES A
VARIETY OF USEFUL PURPOSES IN
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A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
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PRICE \$1.00 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Bleed
Selected
Distillations of the
Finest Scotch Whiskies
Apply to

SIEMSSSEN & CO., Hongkong. [a46]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOME & CO.,
General Manager.
Hongkong, 14th August, 1903. [a389]

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following—
MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
TYRES and BALL BEARINGS throughout.
Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-enamelling a
specialty. MCKIRDY & CO.
60a, 43 & 34, Queen's Road East.

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSSSEN & CO.
Hongkong, 3rd October, 1900. [a48]

THE AMERICAN SYSTEM
OF
DENTISTRY
Dr. M. H. CHAUN.
27, DES VIEUX ROAD, CENTRAL HONGKONG.
From the University of Pennsylvania U.S.A.
Hongkong, 10th March, 1903. [a44]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LTD. is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. [a394]

FOR SALE

FOR SALE CHEAP.
RURAL BUILDING LOTS 42 and 84,
("Magazine Gap") with the Building
thereon known as "TONYHURST," formerly
the residence of the late J. J. Francis, Esq.
Q.C.

Premises let at \$40 a month, inclusive of taxes.
Area of lots about 30,000 Sq. feet.
Price \$7,000, or \$4,000 to remain on
Mortgage, if required, at 7% per annum.
Apply to

AHMET RUMJAHN,
62, Queen's Road.
Hongkong, 29th April, 1904. [a141]

FOR SALE.

HOUSE BOAT, 42 feet long; Copper
bottom; now lying off Ah King's slip-way.
Offers may be sent to—

Care of Daily Press Office.
Hongkong, 22nd March, 1904. [a80]

FOR SALE.

THE "NAGASAKI MEDICAL HALL"
and "ABRATED WATER PLANT"
as a Going Concern.

R. H. POWERS & CO., Nagasaki.
Hongkong, 22nd April, 1904. [a1074]

NEW STOCK SUMMER UNDERWEAR. SHIRTS. COLLARS. TIES. STRAW HATS. PITH HELMETS. RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.
Hongkong, 10th May, 1904. [a345]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, \$23.50 PER DOZ.
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY \$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MAIL," \$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPE JIAL
BLEND WHISKY, \$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSSSEN & CO., HONGKONG.

THE DESIRE OF THE HEART

For fine Toilet Things can be gratified from our elegant stock of Perfumes, Toilet Waters, Brushes, Sponges, Chamois Skins, Exquisite Lotions, Powders, Puffs, Creams and everything else that goes to make up the necessities and luxuries of the Toilet. Come right here whenever you need any of these goods and you will be served in a way to please and satisfy you—and make you want to come again.

BORATED LAVENDER
BATH AMMONIA
EXPRESSLY PREPARED
FOR TOILET USE.

WATKINS LIMITED,
APOTHECARIES' HALL, HONGKONG.

TRY IT IN YOUR BATH. [a37]

CONFECTONERY!!!
THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

CHEESE STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMEMBERT,

SAVOURY, CREAM CHEESE, MACLAUREN'S and YOUNG AMERICAN

CHEESE.

YORK HAM and BEST ENGLISH BACON.

TOYS. TOYS.

G. GIRAUT. [a40]

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO-GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a38]

FOR SALE.

THE "NAGASAKI MEDICAL HALL"

and "ABRATED WATER PLANT"

as a Going Concern.

Apply—

R. H. POWERS & CO., Nagasaki.

Hongkong, 22nd April, 1904. [a1074]

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THE "NAGASAKI MEDICAL HALL"

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R. H. POWERS & CO., Nagasaki.

Hongkong, 22nd April, 1904. [a1074]

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FRENCH
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TAILLAN'S CRISTAL (VERY DRY).
ITALIAN
BALDI (DRY).
MARTINI SOLA (SWEET).

Telephone No. 75.

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 16th April, 1904.

ARNHOLD, KARBERG & CO.

LARGE STOCK
OF
LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904. [a3338]

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MARINE SURVEYORS.
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOCEL GOODS Kept.

Agents for MESSRS. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

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Telephone No. 358. [a1153]

THE LAHMEYER ELECTRICAL CO. LTD.
LONDON,
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
APPLY TO—

SIEMSSSEN & CO., SOLE AGENTS FOR CHINA. [a56]

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

Practical Ship-Building, by Holmes; Acting Charades ... \$1.90

2 Vols. with Diagrams ... \$83.00 The Skin: its Troubles and Treatment ... 1.00

Haydn's Dictionary of Dates to the end of 1903 ... 17.00

Later Magic, by Hoffmann ... 6.00

Foster's Bridge Tactics ... 2.50

Dunn on Bridges ... 2.80 and 6.80

Card and Table Games ... 6.00

Secrets of Beauty and Health ... 1.20

Every Man His Own Lawyer ... 5.00

Electric Ship Lighting by Urquhart ... 6.00

Waman's Marine Engineer's Guide ... 9.00

The Story of Russia, by Morfill ... 3.50

The Story of Japan, by Murray ... 3.90

Manchuria and Corea, by Wigham ... 6.00

Anthony Polgate, by Ellis ... 1.75

Essan by Hocking ... 1.75

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Murray's Hand-Book to India ... 16.50

Dickens' Works; 21 Vols. in 15 ... 17.00

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TENNIS BALLS.

GENTLEMEN'S BLACK AND BROWN BOOTS AND SHOES.

PLAYING CARDS.

FAY SHOLES TYPE-WRITER.

[a333]

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NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSSSEN & CO. [a55]

DAVID CORSAK & SONS
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
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Sole Agents.

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A. S. WATSON & CO.,
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THE LEADING MANUFACTURERS
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AERATED
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IN THE FAR EAST.

AERATED WATERS of our manufacture made under constant European export supervision are sold throughout the Far East and are invariably preferred on account of their excellence.

THE MACHINERY in use embodies every improvement known up to date.

ABSOLUTE PURITY is guaranteed.
THE BEST MATERIALS only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

A. S. WATSON & CO.

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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

to be had on the subject resolved itself into futile questions in Parliament, to which the Ministerial answers were commendably brief and reticent. Then, on the 5th May, a sudden attack was again made, by about 800 Tibetans. Happily it did not catch the Mission unawares, and the loss on our side was only two wounded as against 250 Tibetans reported killed. But now a fact is revealed in connection with this attack, on the authority of the *Times* correspondent at Gyangtse, which puts a most serious aspect on the affair. He avers that Commissioner Ma deliberately concealed a Tibetan plot to attack the Mission—and was therefore equally guilty of treachery with the Tibetans. Moreover, Mr. Parr, of the Chinese Imperial Maritime Customs, who is the Englishman representing the Chinese Government jointly with Ma, had a narrow escape from death, while all his servants were killed. Ma, in fact, seems to have most grossly and outrageously violated his duties and has made instant removal imperative. Needless to say, the work of the Mission will be once more grievously delayed. We do not see that anything remains but to proceed to Lhasa after reinforcements have reached Colonel YOUNGHSUHABND. The remarks of the Allahabad *Pioneer*, quoted by us three days ago, appear absolutely correct. Our contemporary claims that it would be the greatest mistake to stop short at Gyangtse. Much money has been spent and much blood shed, and to ensure any commensurate return it is necessary that some permanent impression should be produced on the minds of the Tibetans. An entry to Lhasa would certainly be vividly remembered by them for decades, whereas the recollection of the defeats by the present Mission will be forgotten as quickly as that of their expulsion from Sikkim. "Lhasa, therefore, beckons, and Colonel YOUNGHSUHABND should not only go there, but his entry should be made with as much show as possible"—including, the *Pioneer* suggests, a British Infantry regiment with its red uniform and two or three smart Indian regiments. There is wisdom in this, if it is climatically practicable, for the larger the British force the less likelihood of fighting. The smallness of the Mission cannot but have encouraged the vastly more numerous Tibetans to make their mad attacks. Great Britain and India desire the Tibetan difficulties settled as quickly as possible. A rapid and yet duly protected advance on Lhasa promises the quickest settlement. It is Lhasa all along, with the vague support of China behind the Lamas, which has flouted every attempted advance from India and disregarded every engagement. Even as early as WARREN HASTINGS's time it was the Dalai Lama who opposed BOOLE, sent to arrange a commercial treaty. The Teshu Lama of Shigatze, spiritually superior but temporally inferior to the Dalai Lama, was friendly then, and this attitude seems to have remained to the present day. But the Dalai Lama and the Lhasa hierarchy have kept themselves firmly seated on the shoulders of the Tibetan people, with the support of Peking and by aid of the tea-monopoly as much as anything. It is not unnatural that they should obstruct Indian advances, which threaten their supremacy gravely. With their prestige dissipated by the arrival of a foreign force at Lhasa, and with Indian tea on the Tibetan market, to what are the Lhasa Lamas to look? With regard to the tea question, we may recall some words of Mr. T. T. COOPER, who in 1868 tried unsuccessfully to cross into Tibet over the Szechuan frontier, armed with the Viceroy's pass. He wrote: "The whole business in life of the Tibetans seems to be to procure a sufficiency of tea; and it is no cheap luxury; for the Lamas, keeping in their hands the retail as the Chinese do the wholesale trade, reduce the people by this means to absolute dependence, exacting in return for the precious article labour and produce. Grain, yaks, sheep, horses, and even children, are given to the rapacious priesthood in payment for tea." The same was true as early as the days of HVC, and the same is true now, and it is only at Lhasa itself that any chance of changing this state of affairs seems possible. With regard to the justification of the British Indian enterprise in Tibet, no one can deny that Tibet has made promises of certain trading facilities which after a decade of years remain unfulfilled. In the meantime Lhasa, not ignorant of China's decline, has been coqueting with S. Petersburg—a fact which, it must be admitted, has had some influence in quickening the action of British diplomacy. Considering the enormous importance of our frontier-position in India, who can say that this action is unwarrantable?

9 more plague cases were reported up to noon yesterday, all Chinese, and all but one fatal. Four bodies were found "dumped."

We are requested to state that owing to the alterations in progress in the Hongkong Jockey Club's enclosure the Hongkong Gymkhana Club will hold no meeting this month.

On the 10th of last month 496 men of the Hampshire Regiment at Aden were ill with fever and unfit for duty, out of a total strength of 495. They had been on escort duty with the Hindustan Commission.

To-morrow, at St. Joseph's College, in Robinson Road, the ceremony will take place of the unveiling of the statue of St. John Baptist de la Salle. Monsignor Guili will perform the unveiling at 8.30 p.m., numerous guests having been invited to present them and at a reception afterwards. The statue was designed and cast in France.

A recent visitor to Hongkong, Mr. Suttor, Commercial Agent for New South Wales in the East, in a report to the Commonwealth Minister for Agriculture, says that the Hongkong Dairy Farm will probably be customers for lucerne hay for feeding dairy cows at the Hongkong Farm. Mr. Suttor advises that c.i.f. quotations and small samples should be forwarded to Hongkong, as well as quotations for bran or any fodder suitable for dairying stock.

After an inspection of the various corps of Volunteers in and about Calcutta on the morning of March 22, the total muster being only about a thousand rifles, Lord Kitchener made the following pointed remarks:—"There are too few of you. A great city like Calcutta ought to turn out more Volunteers than are now on your rolls. I hold that in India every Englishman by birth or descent owes it as a duty to his country to become an efficient Volunteer, and I cannot, therefore, help on this occasion expressing my disappointment at finding this duty disregarded."

The death was announced at the end of April of Sir Henry Thompson, Bart., the eminent surgeon, aged 83 years. To the general public Sir Henry Thompson was best known by his works on diet, all of which had a large circulation. *Food and Feeding* going through 12 editions, and *Diet in Relation to Age and Activity* attaining no less than 18 editions. A theological work, *The Unknown God*, had also some vogue. By members of his profession Sir Henry Thompson was recognised as an authority, and as an operating surgeon he was most successful. In 1863 he performed a difficult operation on Leopold I, King of the Belgians. For his success in that undertaking he was appointed Surgeon Extraordinary to his Majesty, and on that King's death he was appointed to the same office with the present King. Dr. Thompson was knighted in 1867, and was created a baronet in 1899.

We see in our Portuguese contemporary *O Patriota* that Sr. Pedro Nolasco da Silva, the president of the Leal Senado of Macao, left by the *Expresso de Japan* last Wednesday for Shanghai as the legal representative of a syndicate formed in Macao for the construction of a Sino-Portuguese railway. Sr. Nolasco da Silva is going north to try to obtain the concession from the Chinese Government, and his efforts will be supported by H. E. Senhor Conselheiro Castello Branco, the Portuguese Minister, who is now in Shanghai.

As we have already heard, Mr. Watson has succeeded in forming a Labour Ministry for the Australian Commonwealth. The different portfolios have been awarded as follows:—Prime Minister and Treasurer, Mr. J. C. Watson (Bland, N.S.W.); Minister of External Affairs, Mr. W. M. Hughes (West Sydney, N.S.W.); Attorney-General, Mr. H. B. Higgins, K.C. (Melbourne), the only non-Labour man; Minister of Home Affairs, Mr. E. L. Batchelor (Boothby, S.A.); Minister of Trade and Customs, Mr. A. Fisher (Wide Bay, Q.); Minister of Defence, Mr. A. Dawson (Senator, Q.); Postmaster-General, Mr. Hugh Mahon (Coolgardie, W.A.); Vice-President of the Executive Council, The Hon. G. M. McGregor (S. Australia).

Not all the Liberal M.P.s have joined the "slavery" cry with reference to Chinese labour in South Africa. For instance, Mr. A. B. Markham, in a letter to his constituents of Mansfield Division of Nottinghamshire, offers to resign his seat on account of his opinion regarding Chinese labour for the Rand. Mr. Markham states that he entirely disagrees with the Liberals on this question. His views have been formed by practical knowledge of mining in the Transvaal extending over 14 years. The workers in Great Britain have been misled into imagining that Chinese labour is intended to displace white labour. Unless he is accorded a free hand by an overwhelming majority Mr. Markham intimates that his resignation will be final.

The ideal emergency food for the American soldier has at last been found, says a despatch from Washington. Years of study and experiment have evolved it, and the War Department has now officially adopted it. The food consists of a mixture of fresh beef, potatoes, and onions, evaporated to dryness and ground to powder. It is put up in an airtight tin can, weighing one pound. The can also contains salt and pepper in tiny papers, and three small cakes of chocolate. The dry mixture is divided into three parts, wrapped in waxed paper, and intended for three meals. Heated with water, the food becomes a palatable and nourishing dish, while a cake of the chocolate makes a good drink to go with it. The food is intended specially for use by the American army on active service in war time. The mixture in a can holds but 6 per cent. of water, and occupies only 25 cubic inches. According to Commissary General Weston, a soldier can live without loss of strength and health for ten days on one of these tins a day. The War Department is also making food tins with an inner compartment filled with unsalted lime. When it is desired to heat the tin the outer covering is punctured, water poured in, and in a few minutes the contents of the can are steaming hot. This method is also used for heating coffee.

Four Chinese students, all sons of wealthy parents, have been drowned while boating off Vancouver, British Columbia.

According to the last Port Darwin paper, bubonic plague is spreading in Sydney, and several fresh cases are reported from widely scattered localities.

Telegraphic printing has been much "in the air" of late. Now it seems that the British and German post offices are submitting the system of printing by telegraphy invented by Mr. Donald Murray, of Sydney, to exhaustive practical tests. In Great Britain the tests will be made between London and Edinburgh, and in Germany between Berlin and Enden.

The *New York Herald* states that Lieutenant-General Altavare, who was acting Commander-in-Chief of the Russian Artillery, has disappeared. It is supposed that he committed suicide. Thinking that war between Russia and Japan was improbable, he disobeyed orders by sending to the Polish frontier, instead of to the Far East, seven batteries of light mountain artillery, which were supplied to Russia by France.

Vice-Admiral Biennimé, Naval Commander-in-Chief at Toulon, and Rear-Admiral Ravel, of the same station, have been dismissed owing to indiscretions on their part during the campaign against the French Minister for Marine, M. Camille Pelletan. M. Pelletan was charged with delay in the completion of warships and with reducing crews. The matter was fought out in the French Chamber of Deputies, and ended in a victory for the Government.

Dissatisfaction is expressed on the part of British manufacturers with regard to the passing of the Japanese Government Tobacco Monopoly Bill. It is stated that, in spite of the Japanese Foreign Secretary's official assurances to Lord Lansdowne that manufacturers would be given compensation to the extent of three years' profits, the Bill, as passed, gives British investors the equivalent of only one year's profits. It is understood that Lord Lansdowne will be asked to intervene again.

We see in our Portuguese contemporary *O Patriota* that Sr. Pedro Nolasco da Silva, the president of the Leal Senado of Macao, left by the *Expresso de Japan* last Wednesday for Shanghai as the legal representative of a syndicate formed in Macao for the construction of a Sino-Portuguese railway. Sr. Nolasco da Silva is going north to try to obtain the concession from the Chinese Government, and his efforts will be supported by H. E. Senhor Conselheiro Castello Branco, the Portuguese Minister, who is now in Shanghai.

Some more details about the case of Colonel Marchand are given in telegrams to the Australian papers. It appears that Lieutenant-Colonel Marchand was not included in the mission formed to follow the movements of General Karpatkin's armies in Manchuria. He thereupon resigned, and sent letters to the newspapers explaining his position. It is rumoured that the French Cabinet was unwilling that Colonel Marchand should meet and fraternise with Prince Louis Bonaparte, who is a Major-General in the Russian army. The Cabinet has ordered that Colonel Marchand be punished by being kept in confinement for a month for writing to the newspapers, and at the end of that period his resignation will be accepted.

Mr. T. Cowen, special correspondent of the London *Daily Chronicle*, writing in February on "China's Last Chance," says:—"The Mings, descendants of the former Emperors, of pure Chinese blood, were not all exterminated by the Manchus, and if one appeared now, with good backing from the secret societies and a prospect of foreign neutrality, the Manchus would not have a vestige of a chance. Why they have not appeared is a puzzle; I have been trying to get to the bottom of it. One undoubted scion of the Ming family is contentedly living the life of a merchant in a certain big city; another is a farmer, and several are skilled artisans in Canton. Apparently they no more think of the Throne than scions of the houses of Stuart, or O'Brien, or Llewellyn do in the British Isles. But one never knows in the Orient. The peaceful dealer in gold-leaf, in the Shop of Everlasting Benevolence, may be head-centre of the greatest revolutionary society in the world, only waiting his chance. I am told there might be a new Emperor proclaimed any day.

By kind permission of Lt.-Col. Irremonger and officers, the Band of the 33rd Burma Infantry will play at the Hongkong Hotel from 8 to 9.30 p.m. to-night:—March....."The Ulster's Call".....Eilenberg Overture....."Stradella".....Flotow Selection....."Merrie England".....Gorman Song....."The Caterpillar and the Rose".....Carey Selection....."Katy Gray".....Monckton Waltz....."Bonduca"....."Gung"....."Cakewalk"....."Jolly Negroes"....."Borger God Save the King."

MEALS.
Hors D'oeuvres
Anthony Campos
Sauces
Champignon
Boiled Salmon a la Regence:
EXTRAS.
Chartreuse de Pigeons
Lamb Cutlets a la Nelson
Macaroni Croquettes and Tomatoes
CUSTARD.
Brazilian
JOINTS.
Roast Ribs of Beef and Horseradish
Roast Capon and Bacon
Boiled Corned Beefsteak
Cold Veal and Ham Pie and Beet Root Salad
SWEETS.
Baked Chestnut Custard Pudding
Glace a la Nesle and Cake
Fresh Peach Tart
Dessert
Coffee.

THE HONGKONG FIRE BRIGADE
PRESENTATION OF PRIZES.
Yesterday afternoon there was a parade of the Police Force at the Central Station when the Governor's award was presented to Sergt. Mortimer O'Sullivan for proficiency during the past year. H.E. the Officer Administering the Government, Mr. F. H. May, C.M.G., was accompanied by Mrs. May, Mr. R. A. B. Ponsonby, Private Secretary to H.E., Captain Hodgson, A.D.C., and a party from Government House. His Excellency inspected the men, in company with Mr. F. J. Badley, Captain Superintendent of Police; Mr. Ponsonby, Captain Hodgson, and Mr. P. P. J. Wodehouse. Subsequently Sergeant O'Sullivan was called forward, and H. E. addressed a few congratulatory words to him on the proficiency he had shown. He said it gave him the more pleasure to note that he was the successful candidate for the year as he was a countryman of his own, and had proved himself a credit to the force, and a worthy member of the community. He had, H.E. added, much pleasure in handing Sergeant O'Sullivan a handsome gold watch. His Excellency then referred to the excellent work done generally, and especially in the late Fire Brigade contest. He called upon the successful competitors and presented them each with a handsome gold watch-charm, while he congratulated Sergeant R. Macdonald on the work of the Chinese members of the Brigade, for which he was mainly responsible. H.E. stated that the Kowloon Godown Company, in recognition of the work done by the Brigade at the last fires, had offered a beautiful shield to be competed for at the annual contests of the Fire Brigade. He congratulated Sergeant John Grant for the proficiency shown by his section, which had placed it at the head at this year's contest.

TELEGRAMS.

REUTER'S SERVICE.

THE WAR-JAPANESE SUCCESS IN LIAOTUNG.

LONDON, 11th May.

The *Daily Chronicle*'s correspondent at Shantung wires that three divisions of the Second Japanese Army Corps, which were being pushed up quickly to co-operate with General Kuroki's force, have defeated the Russians with great loss at Wafangting. The Japanese artillery was splendidly handled.

THE ALLEGED RAILWAY RESTORATION.

LONDON, 11th May.

It is stated in S. Petersburg that the restoration of the communication with Port Arthur was due to General Stoessel's having successfully engaged the enemy. The General Staff have no confirmation of this.

CONTRABAND OF WAR.

LONDON, 11th May.
Russia has declared cotton contraband of war, because it is used in the manufacture of explosives.

THE JAPANESE LOAN.

LONDON, 11th May.
The Japanese loan of £5,000,000 was issued to-day at 93. Viscount Hayashi appeared on the floor of the Stock Exchange as the prospectuses were distributed and received a great ovation. The premium rose to 3%.

THE NEW RUSSIAN LOAN.

LONDON, 11th May.
Foreign tenders for the Russian loan are arriving in Paris. The form of issue is still undecided, but will probably be a first issue of £24,000,000, and later of £8,000,000.

SALE OF CHILEAN CRUISERS.

LONDON, 11th May.
The Chilean cruisers *Esmeralda* and *Chacabuco* have been sold to a New York firm.

BRITISH INTERESTS AT NEUCHWANG.

LONDON, 11th May.
Earl Percy said in the House of Commons that the British Consul at Newchwang had not requested that a gunboat be sent to the port to protect British interests, which Britain had requested the belligerents to safeguard.

THE TIBET EXPEDITION.—CHINESE TREACHERY.

LONDON, 11th May.
The *Times* correspondent at Gyangtse wires that the Chinese Commissioner Ma deliberately concealed the Tibetan plot to attack the British Mission on the 5th inst. Mr. Parr, of the Chinese Customs, who is Joint Commissioner with Ma, narrowly escaped death; all his servants were butchered.

HONGKONG FIRE BRIGADE.

PRESENTATION OF PRIZES.
Yesterday afternoon there was a parade of the Police Force at the Central Station when the Governor's award was presented to Sergt. Mortimer O'Sullivan for proficiency during the past year. H.E. the Officer Administering the Government, Mr. F. H. May, C.M.G., was accompanied by Mrs. May, Mr. R. A. B. Ponsonby, Private Secretary to H.E., Captain Hodgson, A.D.C., and a party from Government House. His Excellency inspected the men, in company with Mr. F. J. Badley, Captain Superintendent of Police; Mr. Ponsonby, Captain Hodgson, and Mr. P. P. J. Wodehouse. Subsequently Sergeant O'Sullivan was called forward, and H. E. addressed a few congratulatory words to him on the proficiency he had shown. He said it gave him the more pleasure to note that he was the successful candidate for the year as he was a countryman of his own, and had proved himself a credit to the force, and a worthy member of the community. He had, H.E. added, much pleasure in handing Sergeant O'Sullivan a handsome gold watch. His Excellency then referred to the excellent work done generally, and especially in the late Fire Brigade contest. He called upon the successful competitors and presented them each with a handsome gold watch-charm, while he congratulated Sergeant R. Macdonald on the work of the Chinese members of the Brigade, for which he was mainly responsible. H.E. stated that the Kowloon Godown Company, in recognition of the work done by the Brigade at the last fires, had offered a beautiful shield to be competed for at the annual contests of the Fire Brigade. He congratulated Sergeant John Grant for the proficiency shown by his section, which had placed it at the head at this year's contest.

BASEBALL.

U.S.S. "CALLAO" v. U.S.S. "MONTEREY."
Baseball, the most popular game at Manila, may in the near future form a part of Hongkong's sport. We understand that the U.S.S. *Callao* is to play the U.S.S. *Monterey* at Happy Valley shortly, and that civilian Americans will endeavour to get up a team to challenge the winner.

NAVAL NOTES.

THE "ADAMASTOR."

The Portuguese cruiser *Adamastor* has come out of dock.

THE AUSTRALIAN STATION.

Commander H. Du Cane Luard has commissioned H.M. sloop *Cadmus*, 1070 tons, for the Australian station. The *Cadmus* is a sister vessel to the *Clio*, already on the Australian station.

THE SUNKEN SUBMARINE.

Lord Selborne, First Lord of the Admiralty, speaking at Bath on the 26th ult., said that the recovery of the remains of the optical tube, which had marks upon it, and part of the conning-tower of the submarine torpedo-boat *Albion* showed what should have been done. Had she dived directly she destroyed the *Bermuda Castle* three seconds would have taken her underneath the liner.

SUBMARINES FOR CHINA WATERS.</

MR. IRELAND ON THE STRAITS SETTLEMENTS.

CONCLUSION.

One of the most important Bills laid before the Legislative Council of the Straits Settlements during 1903 was the Immigration Amendment Ordinance, which it is hoped will so stimulate Indian immigration as to relieve the Government and the planters from the difficulties into which they have fallen through the scarcity of labour. Before passing to a consideration of the local aspects of the labour question it is necessary to sketch briefly the general outlines of existing labour conditions in tropical countries, since there is no subject, outside the domain of theology, which has given birth to such an enormous controversial literature as have the rights and wrongs of tropical labour. Since the abolition of slavery the constant efforts of tropical employers to secure satisfactory labour conditions have proved that, except in those countries in which there exists a pressure of population, the natives of the tropics will not lend themselves to steady labour of any kind, and that the effect of increasing wages is to reduce, and not to augment, the local labour supply. If we exclude India, Java, Barbados, Cuba, Puerto Rico, and a few unimportant islands, the tropics may be described as an immense forest in which the population is so small in relation to the area and natural resources of the land that there exists no necessity for any native to work for hire. Up to the point when he wishes to gratify some acquired taste in food, drink, or clothing the tropical man is furnished by the sea, the rivers, and the jungle with everything he needs at a very small expenditure of energy—usually his wife's. If we grant for the moment that under these circumstances the tropical man has a perfect right to live a life of idleness, even if we join ourselves with that section of the British and American public which is constantly applauding his exercise of the right, as though it were a crowning virtue in him, we cannot close our minds against the fact that the sloth and indolence of the tropical races have yielded an abundant harvest of political and economic consequences. In regard to the former it is sufficient to point out that every tropical country of any present importance is under the control of men with European or North American blood in their veins.

The circumstance which instantly attracts our attention when making a survey of the tropics from the economic standpoint is that only in those countries which are colonies or dependencies of the Great Powers does there exist a condition of development bearing any appreciable relation to the resources of the land. Thus the independent States of tropical America and the kingdoms of Siam and Abyssinia—which are the only parts of the tropics which are not colonial dependencies—are practically unreclaimed spaces, slightly chipped at the edges by coffee or rubber estates or by timber concessions. An examination of the economic position of all tropical colonies reveals a fact of the highest importance in regard to the labour conditions of those countries—namely, that, with the exception of Java, Barbados, Puerto Rico, Cuba, and India, where there is a pressure of population, there is not a single tropical colony of any commercial importance in which the work is not being done by imported labourers. In order to make this point quite clear I give a list of the colonies and protectorates in which labour supply consists wholly or partially of imported Chinese or East Indians—British Guiana, Trinidad, Mauritius, Fiji, Ceylon, the Straits Settlements, the Federated Malay States, British North Borneo, Natal, Sarawak, Sumatra, and to these we may add Queensland, which gets its labour from the Pacific Islands; New Caledonia, which imports Annamites; and French Indo-China, where arrangements are now being made to import Chinese labour. There remain the colonies in Equatorial Africa, Dutch and French Guiana, New Guinea, the Philippines, and a few unimportant islands here and there, and there does not exist amongst them one of which it can be said that in relation to the capabilities of the land economic development has really commenced. The following figures illustrate the degree of economic progress which has been reached in the various countries to which reference has been made. Of the independent tropical States, Brazil exports per head of her population produce to the annual value of £1 10s.; Venezuela, £1 15s.; Guatemala, 15s.; Siam, 10s.; of the colonies in which there is a pressure of population, Java exports per head of her population 10s.; Puerto Rico, £1 15s.; Barbados, £2 15s.; and of the colonies employing imported labour, Hawaii exports £2 6s. per head; Queensland, £1 8s.; the Federated Malay States, £3 10s.; Trinidad, £3 10s.; Mauritius, £3; British Guiana, £6; and Fiji, £4 10s. The average for the seven countries not employing imported labour is £1 13s. per head; of those employing imported labour, £1 7s. per head. I do not claim for these figures that they are more than approximately accurate; but the differences which they disclose are far too great to be materially affected by the small factor of error due to insufficient or faulty returns of trade and population. In order to emphasise the significance of these figures it may be noted that the value of exports, which gives no trustworthy measure of the economic development of non-tropical countries, affords a very accurate indication of the industry of tropical races. The altered application lies in this, that in countries where the standard of living is very high the trade of the home market is infinitely greater than the export trade, whereas, in countries with a very low standard of living the conditions are reversed. It is clear from what has gone before that, with the few exceptions named, there is not a single tropical country which possesses a local labour supply sufficient,

under existing labour laws, to carry on the work of economic development; that only those countries which import labour from outside the tropics or from densely-populated tropical countries have made any appreciable progress in agricultural or other industries; and that, broadly speaking, the work of the tropics is being done day by day by the Chinaman, who is a non-tropical man, and by the natives of British India, both races being driven to the task by the severe economic pressure which exists in the respective countries. Up to the present time it has been found that where education, either industrial or technical, has been most liberally provided the natives do the least work, and that when wages are doubled the few local labourers adjust themselves to the new conditions by working half-time.

The census of 1901 shows that there are in the Straits Settlements more than 200,000 Chinese and more than 50,000 East Indian immigrants resident in the colony as labourers. Little need be said of the Chinese. They flock readily to any country where work may be had at fair wages; they will submit to any industrial regulations which the Government cares to enforce; and they are as a rule peaceful and law-abiding. All they ask is that in their leisure hours they may be allowed to gamble and smoke opium. There has probably never been a Chinese riot in any European colony unless a fall in wages, a rise in opium, or the introduction of new gambling laws has interfered with the full enjoyment of the two Chinese recreations. The importation of natives of India into the Straits Settlements has a curious legislative history. In a colony which has been provided with Governors of exceptional ability, and which has always enjoyed the advantage of an efficient and conscientious Civil Service, the very excellence of the general administration throws into sharp relief the unsatisfactory treatment which the labour question has received at the hands of the Government. Beginning with Ordinance 9 of 1875, there were passed in the course of 15 months four Immigration Acts, each repealing its predecessor. Another Bill was introduced in 1881, but did not reach a second reading, another in 1882, another in 1884, another in 1889, another in 1892, another in 1897, another in 1899, and finally there is the Bill of the present year. All this legislation has been marked not only by an entire absence of definite aim on the part of the Government, but, as far as the last three Bills are concerned, by an unaccountable failure to adopt any of the more important recommendations of the Labour Commission of 1880 which presented a report of exceptional interest and value, recommendations which were in the main supported by the Labour Commission of 1886.

The necessity for special labour legislation in the Straits Settlements has arisen from the simple cause that the local labour supply is entirely inadequate for the purposes of agriculture and for the service of the public works of the municipalities. The chief importers of Indian labour have been the planters, and their dissatisfaction with past conditions has rested on two grounds—first, that the supply has been insufficient, and secondly, that under the existing labour laws they have been unjustly deprived of their labourers, who have been taken from them either by the planters of the Malay States, by the Governments of the Settlements and the States, or by the Government and municipal contractors. The question of initial supply is almost entirely one of the system of recruiting and of the rate of wages offered; and it is generally admitted that the former is extremely unsatisfactory and that the latter is too low in face of the rates paid in Ceylon and Burma, both of which countries draw their labour from India. But the fact that a supply of labour which would be amply sufficient under a proper system of regulation after arrival would prove inadequate under the conditions which have hitherto prevailed. The new law provides for a considerable increase in the minimum legal wage of contract labourers, and the business of recruiting is handed over to a commercial company in Southern India on certain fixed terms and subject to the inspection of an official of the Straits Government, who will reside in India for six months each year. It is difficult to believe that a permanent solution of the recruiting problem will be found along these lines. As long as the supply of coolies is a matter of commercial speculation it is certain that abuses will arise in the methods of recruiting; and further, when a number of employers are competing in the same market a commercial company will always take advantage of the competition thus created to advance its own interests at the expense of its clients. The probabilities are that sooner or later the Governments of the Straits Settlements and the Malay States will find it necessary to adopt the system of recruiting which is used, with the most satisfactory results, by Trinidad and British Guiana. The Governments of those colonies maintain an Emigration Department in India under the control of an official whose duties are confined to the securing and forwarding of labourers. The Colonial Government makes all the arrangements and pays all the expenses up to the time when the labourers are handed over to the planter, and it secures itself against loss by making the repayment of immigration charges the first obligation on the planter's assets. Most of the planters in the Straits Settlements and the Federated Malay States have had their training in British Guiana or in Ceylon, and in consequence the conditions under which Indian labour is imported into the Malay Peninsula resemble those prevailing in one or the other of those colonies.

In British Guiana the system is one of indenture. There is a definite contract between the planter and each coolie, and the law sees that each party fulfils its obligations towards the other. It is a system with which I am familiar

from personal observation, and I have described it in detail elsewhere. It has worked excellently, but against the great advantages which it affords to the planter, to the coolie, and to the colony generally there must be set the considerable expense involved in its maintenance. The coolie lands in British Guiana under a contract, signed before his departure from India, to labour for a fixed period, and on arrival in the colony he is simply handed over by the Government to his employer. The latter is protected against the loss of his coolie's labour by a provision in the law which imposes a fine of 48 gold dollars on any person who attempts to engage another man's coolie, and an additional fine of two dollars a day in respect of any success which may have attended his efforts. In the Straits Settlements the coolie is imported at the expense of the planter, under a promise that on arrival in the colony he will enter into a labour contract. It is true that if he refuses to keep his promise he renders himself liable to fine or imprisonment; but to secure a conviction under the law requires time and expense, and at the end the planter is left without his labour. Provision is made for the punishment of coolies who desert from an estate when under contract to remain on it, but the penalties fall entirely on the coolie and leave untouched any person who may have enticed him away. It is clear, therefore, that, whereas in British Guiana the planter incurs no expense until the coolie is actually on his estate under contract, the planter of the Straits may go to the trouble and cost of importing a coolie and may then fail to secure his labour. Moreover, under the British Guiana law the penalty for employing another man's coolie is heavy enough to operate as a complete check, whilst in the Straits no such security is afforded to the employer. It is perhaps superfluous to add that in the Straits, as in Guiana, the interests of the coolies are carefully safeguarded by the Government, and that they are effectively protected against ill-treatment at the hands of their employer. The other system under which Indian labour is imported into the Malay Peninsula is modelled on that in force in Ceylon. Its chief characteristic is that the planter deals with a native "kangani," or recruiter and headman, and has no contract under the Immigration Ordinance with the individual coolie. A kangani is sent over to India with instructions to recruit a certain number of labourers, the planter making the necessary money advances. On his return the kangani and his gang are employed by the planter on such terms as may be arranged between them. It is a system of "free" labour as opposed to one of "contract" labour; and the protection of the coolie, instead of resting, as it does under the Immigration Ordinance, in the special inspection and control of the Government, lies in the fact that no kangani or planter can afford to be unpopular either in the colony or on the recruiting-ground when a keen competition amongst employers affords the coolie ample latitude of choice.

As far as I could gather from conversations with employers of labour in the colony and in the Native States, a good deal of dissatisfaction still exists in regard to the local labour conditions. There seems to be a general feeling that if the Government undertook to import all the labour it needed for public works and caused to compete with the planters in the open labour market the latter would be quite content to make their own arrangements for the importation of such labour as they might require without the concurrence of the Government. In concluding this article I cannot refrain from making some reference to the controversial aspects of the labour problem in the tropics. Both in England and America there exists a considerable body of opinion which is opposed to the employment of contract labour in the tropics. The chief argument advanced is that there is no need for it, since the natives can be educated to understand the dignity of labour, or failing that, can be taught new wants, the gratification of which will call for steady work. When it is pointed out that universal experience has proved the utter futility of these conclusions, recourse is had to the old cry that "contract labour" is simply a polite name for "slavery." I am not concerned to deny that under a weak Government, or where there is no conscientious Civil Service, contract labour may, by the existence of abuses, bear some resemblance to slavery; what I wish to maintain is that where there exist a strong Government, a good Immigration Law, and an efficient staff for the enforcement of its provisions, the contract labourer is more secure in the enjoyment of all his rights and privileges than he would be if he had not voluntarily entered into an agreement with an employer. Perhaps the most violent attack which has ever been made on the contract labour system was that undertaken by Sir George William Des Voeux when he was a magistrate in British Guiana. It resulted in the appointment of a Commission of Enquiry; and, if anyone is interested to observe how the most explicit and detailed assault to which the system of contract labour in the tropics has been subjected ended in an utter failure to substantiate any of the serious charges laid at the door of the planter, the magistrates, and the Government officials, I commend to him the report of the Des Voeux Commission of 1870, which contains some 1,600 pages of evidence on this very important subject.—*Times*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 13th at 11.45 a.m. The barometer has risen in China and Japan and fallen slightly in the Philippines.

The northern depression, still moving eastward, is now situated in the Pacific to the east of Kinsai.

Gales moderate upon the China Coast, and moderate NE. winds may be expected in the Formosa Channel and moderate to light E. winds in the northern part of the China Sea.

Forecast:—Moderate E. winds, overcast, fair.

SINGAPORE V. HONGKONG.

A COMPARISON.

A recent visitor to Hongkong writes to us from Singapore as follows:—

I was real glad to shake Hongkong's decomposed granite off my boots. The rich vegetation here as compared with your more or less green, though comparatively speaking mangy hillside, is really refreshing. Beautiful tropical foliage contrasts favourably to jaded eyes with the scorched tufts of grass on Kowloon's rugged slopes.

FAR EASTERN TRADE.

The current of international trade is drifting gradually to the Pacific Ocean, and it is in these regions that two commercial nations both having definite aims in view are disputing with each other the supremacy in the Far East, for whatever might be the pretext for the present struggle between Russia and Japan, there is no doubt that the real reason of the war is the desire of both nations to secure the political and commercial supremacy in regions where Great Britain has such large interests, in regions that especially since the Siberian Railway brought the Far East in closer contact with Europe must become more and more a fruitful field for the efforts of enterprising nations. Great Britain, with her extensive foreign and colonial trade and navigation, her well-organised monetary and banking systems, is still marching at the head of the great commercial nations of the world, but now that the struggle for commercial supremacy tends to take every day larger proportions, Great Britain must neglect nothing to maintain her splendid position.

KODAKS! KODAKS!! KODAKS!!!

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Hongkong, 10th March, 1904.



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HAVE YOU TRIED “YEBISU”

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PURE PLEASING POPULAR PALATABLE PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

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12, QUEEN'S ROAD CENTRAL. [41]

TORTURING DISFIGURING

Skin, Scalp and Blood Humours

From Pimples to Scrofula From Infancy to Age

Speedily Cured by Cuticura When All Else Fails.

SHIPPING NOTES.

WEATHER.

The Lothian from Moji, Hailan from Swatow, Eu-terr from Manila and Empire from Yokohama, report fine weather.

The Daymar contradicts the Hailan, reporting fog.

DELICIT REPORTED TO HONGKONG.

The Harbour Master has issued a notice that H.M.S. *Humber* reports having sighted a large junk apparently cut in two, floating bottom up, a foot or so above water, about a mile off shore of Fung Head and Conic Island. It is, of course, a danger to navigation.

INSURANCE RISKS ON JAPANESE STEAMERS.

The N.Y.K. steamer *Aki Maru*, of 6,444 tons, built in 1903, which was recently damaged by striking a rock on the Korean coast whilst engaged in transport work, is insured for \$123,000. The British steamers *Mogul* and *Afridi*, which were recently purchased by the Nippon Yusen Kaisha, have been insured for \$45,000 each against marine risks while on transport service. Insurances have been placed upon them for three months. These vessels were built in 1895 and purchased for £5,000 each. The steamer *Niyo Maru*, 3,700 tons, built in 1884, which recently went ashore at Quelpart, with the bottom damaged, was insured to the extent of £7,500 only. She belonged to the Ojoro Company.

MISCELLANEOUS.

The s.s. *Lothian* arrived from Portland, Oregon, yesterday with 820 tons of cargo for Hongkong, including 40 cases of nitric acid.

The B.I.S. *Chrysa* arrived from Raigoon yesterday with 1,500 tons of case-oil, 700 tons of which is for this port. So far as we know this is the first time case-oil has been sent from Raigoon to Hongkong. The consignees are Chinese.

The s.s. *Courfield* arrived from Barry yesterday with 6,500 tons of coal.

The s.s. *Man Sang* arrived from Sandakan yesterday with 2,000 tons of timber, 100 tons of general merchandise, and a few Chinese passengers.

The Eastern & Australian s.s. *Eastern* arrived from Melbourne, and the s.s. *Empire* (same company) from Yokohama yesterday.

The s.s. *Wuching* arrived from Iloilo in ballast yesterday.

STEAMER MOVEMENTS.

The Imperial German mail steamer *Hamburg*, which left here on the 15th ult., at noon, arrived at Genoa on Thursday at 11 a.m.

The Imperial German mail steamer *Oldenburg*, which left here on the 10th inst., arrived at Shanghai on Friday at 3 a.m.

The J.C.J. Lijn steamer *Tijmali* left Macassar for this port on the 10th inst., and may be expected here on the 18th inst.

The Boston Steamship Co.'s steamer *Tremont* sailed from Victoria (B.C.) on the 12th inst. for Japan and Hongkong.

The silk ex Boston Steamship Co.'s steamer *Tremont* arrived in New York on the 4th inst.

[61-1] Hongkong, 18th February, 1904.

DR. NEWELL WILSON, DR. WILLIAM DANIEL.

DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

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(First Floor Watkin's Building).

[83]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only sufficient for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed., Lieber's.

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NEW ADVERTISEMENTS

NEW ADVERTISEMENTS

TO LET.

THE SECOND FLOOR of No. 8, Des Vaux Road, above our present office, A suite of FOUR LARGE ROOMS on the First Floor of No. 3, Queen's Road, above the Chartered Bank of I. A. and China.

DAVID SASSOON & CO., LTD.

Hongkong, 14th May, 1904. [1242]

PUBLIC AUCTION

VALUABLE HOUSEHOLD FURNITURE.

THE Undersigned has received instructions to Sell by Public Auction,

FRIDAY AND SATURDAY, the 20th and 21st MAY, 1904, commencing each day at 2.30 p.m. at No. 52, HOLLYWOOD ROAD, known as NO. 12, HOLLYWOOD ROAD, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, (mostly of Macinbank and Hall and Holtz makes),

CANTON BLACKWOOD TABLE, COUCH, CHAIRS, STOOLS, &c., SADDLE-BACK and PLUSH COVERED SOFAS and ARMCHAIRS, VELVET and PLUSH COVERED EAST CHAIRS, FINE STEEL ENGRAVINGS, OIL PAINTINGS and WATER COLOURS, WHITE LACE CURTAINS, VELVET PILLOW CARPETS (almost New) and RUGS, VASES and ORNAMENTS, &c., &c.; Hand-carved TEAK SIDEBOARD, OVERMANTELS and DINING TABLE, CONSOLE GLASS, MOROCCO-COVERED CHAIRS, OCCASIONAL TABLES, GLASS and CUTLERY and VELVET PILLOW STAIR and HALLCARPETS (almost New), &c., &c.

TEAK WARDROBES, with GLASS DOORS, MARBLE-TOP BUREAUX with BEVELLED MIRRORS, MARBLE-TOP WASHSTANDS, FINELY-CAVED BEDSTEADS, PLUSH-CAVED BEDROOM SUITES, &c., &c., &c.;

Also TWO COTTAGE PIANOS by Rachals (in Good Condition).

On View from Thursday, the 19th May. Catalogues will be issued.

TERMS.—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 14th May, 1904. [1247]

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, B3, Beaconsfield Arcade, on TUESDAY, the 24th MAY, 1904, at 11 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1903, the election of Directors and Auditor, and to consider the future financial arrangements for carrying on the Company.

By Order of the Board of Directors.

A. R. LOWE,
Acting Secretary.

Hongkong, 14th May, 1904. [1244]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that LEVER BROTHERS LIMITED, of Port Sunlight, Chester, England, Soap Manufacturers, have on the 4th day of March, 1904, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS:

(1) VIM.

(2) PLANTOL.

in the name of LEVER BROTHERS LIMITED, who claim to be the proprietors thereof. The TRADE MARKS are intended to be used by the applicants forthwith, in respect of the following goods:

1. Common Soap, Detergents, and all goods included in class 47.

Polishing Soaps, Silversmiths' Soap, Metal Polish, Knif Polish, Plate Powder, Stone Polish, and compositions for cleaning metal and paint included in class 50.

2. Perfumery, perfumed soap, and hair washes and all goods included in class 48.

Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 13th day of May, 1904.

DENNYS & BOWLEY,
Solicitors for the Applicant.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that J. KLABRISCH, trading as Messieurs A. C. Meukow and Company, of Cognac, in the Republic of France, Spirit Merchants, has on the 10th day of March, 1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:

A label on which the words "Clarento Vineyard Proprietors' Co." are printed on the top, beneath which is an heraldic shield with a five-pointed star in the centre; under the said shield are the words "Marque Déposée" and under which are the words "R. W. RANDON & Co., Cognac." At the foot of the label is a five-pointed star alone in the name of J. KLABRISCH, the sole partner in the firm of Messieurs A. C. Meukow and Company, who claims to be the sole proprietor thereof.

The TRADE MARK has been used by the Applicant for over twenty years in respect of the following goods, Bottled Brandy in Class 43.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 13th day of May, 1904.

DEACON, LOOKER, & DEACON,

Solicitors for the Applicant,

10, Queen's Road, Central,

Victoria, Hongkong. [1246]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT will be ready on Monday, and will contain:

Leading Articles.—Hongkong Harbour in 1903.

Japanese War News.

The Peak Reservation Question.

Land Taxation at Shanghai.

Russian Plans.

Hongkong Jottings.

The Great Shekwan Festival.

Departures from Hongkong.

Acquittal of Dr. Gomez.

Harbour Master's Report for 1903.

Bacteriological Report for 1903.

Notes from the Botanic Gardens.

Railways in China.

New Territory Notes.

Canton.

Pakhoi.

Supreme Court.

Reviews.

Masonic Affairs.

Royal Hongkong Golf Club.

V. R. C. New Club-House.

Boxing at Canton.

Hongkong and Port News.

Subscription, \$1 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 3½ cents each, or \$1 for three copies Cash.

Hongkong, 14th May, 1904. [1248]

ENTERTAINMENT

THE HENRY DALLAS

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"KITTY GRAY"

TUESDAY, 17TH MAY

"KITTY GRAY"

PLAN AT THE

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Hongkong, 9th May, 1904. [1249]

AUCTIONS

PUBLIC AUCTION

THE Undersigned has received instructions

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VALUABLE HOUSEHOLD

FURNITURE,

Also

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from H.M.S. "Rambler."

(Particulars from Catalogue).

TERMS.—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 14th May, 1904. [1247]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

EASTERN.

Captain Ellis will be despatched as above on

SUNDAY, the 15th inst., at DAYLIGHT.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th May, 1904. [1241]

MARINE EXCURSION.

THE Steamship

"SAN CHEUNG"

will leave the Tung Yick Wharf at 9 A.M. TO-

MORROW (SUNDAY), May 15th. Weather

Permitting, for a cruise to the LADRONES

ISLANDS or to the BOCCA FORTS,

Returning at 5 P.M.

Fare \$3. Children Half-price.

Lunch and Refreshments can be had on

Board.

Tickets can be obtained from Messrs. Kelly

& Walsh, or on Board the Steamer.

Hongkong, 14th May, 1904. [1213]

WANTED.

A BOY able to read English fluently for one

or two hours every morning.

Apply in Writing—

"L."

Care of Daily Press Office.

Hongkong, 11th May, 1904. [1230]

LESSONS IN FRENCH.

NEW and easy method of learning French

in a few months, mainly by conversation

by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. R.

Care of Office of this Paper.

Hongkong, 16th May, 1903. [3148]

CALL AT OUR STORE,

AT 14, BEACONSFIELD ACADEME.

WHERE you will find for sale at

moderate prices, GOOD AMERICAN

NOVELS, CIGARS, CIGARETTES, &

TOBACCO, POST CARDS of the Russo-

Japanese War, OLD POSTAGE STAMPS,

SAYCE & CO.

Hongkong, 12th May, 1904. [1236]

ROYAL AERATED WATERS

MANUFACTORY.

PRODUCE the Highest Class AERATED

WATERS in the Far East on account

of their High Class Machinery and also of

SHIPPING.

ARRIVALS.

May 13, CHIARA, British str., 1,435, J. Kilpatrick, Haigooon and Singapore 4th May, Kerosene Oil—CHINESE.
May 13, COUNTRIFIELD, British str., 2,374, Martin, Barry 1st April and Singapore 7th May. Coal—GIBB, LIVINGSTON & CO.
May 13, DAOWARE, German str., 900, C. Gosewisch, Swatow 12th May, Sugar—MIZLICHERS & CO.
May 13, EASTERN, British str., 3,586, W. Ellis, Melbourne 12th April, General—GIBB, LIVINGSTON & CO.
May 13, EMPIRE, British str., 4,500, Holmes, Yokohama 7th May, General—GIBB, LIVINGSTON & CO.
May 13, HAITIAN, British str., 1,182, T. S. French, Foochow via Amoy and Swatow 10th May, General—DOUGLAS LAPRAIK & CO.
May 13, LOTHIAN, British str., 3,223, J. C. Williamson, Portland (Or) and Moji 8th May, General—CHINA COMMERCIAL S. S. CO., LTD.
May 13, MAUSANO, British str., 1,644, S. J. Payne, Sandakan 8th May, General and Timber—JARDINE, MATHESON & CO.
May 13, WUCHANG, British str., 801, Finlayson, Cebu and Iloilo 9th, General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

13th May.

Binendo, British str., for Manila.
Courfield, British str., for Nagasaki.
Empire, British str., for Australia.
Haiyan, French str., for Pakhoi.
Nigretta, British str., for Moji.
Progress, German str., for Tsuru.
Rubi, British str., for Manila.

DEPARTURES.

13th May.

AN PHO, British str., for Amoy.
ARTERIA, German str., for Hamburg.
ISCHIA, Italian str., for Bombay.
JACOB DIEDERICHSSEN, Ger. str., for Haiphong.
KOWLOON, German str., for Canton.
KWANGTAH, Chinese str., for Shanghai.
LUNGSHANG, British str., for Manila.
MATILDE, German str., for Swatow.
TITANIA, E. Ish str., for Yokohama.
TYR, Norwegian str., for Canton.

VESSELS IN DOCK.

13th May.

ABERDEEN DOCKS.—
KOWLOON DOCKS.—H. I. G. M. S. Moewe, Admiral, Apurade, U.S.S. Monterey, Hing-sang, H. M. S. Java, Futsuan, Tak Hing, Lothian.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

1239

"HAITAN,"
Captain Roach, will be despatched for the above ports TO-MORROW, the 15th inst., at 9 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Manager.

Hongkong, 12th May, 1904.

FOR MANILA (DIRECT).

THE American Steamship
"MINONDO."
Captain D'Alldamis, will be despatched as above
TO-DAY, the 14th inst., at 10 A.M.
For Freight, apply to
BARRETT & CO.,
Agents.

Hongkong, 11th May, 1904.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MAESSELLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,
at 1 p.m., the Company's Steamship
"POLYNESIEN," Captain Le Coispellier, with
Mail, Passengers, Specie and Cargo, will leave
this Port for MAESSELLES via Ports of
Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on Monday, the 16th May. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th May, 1904.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEROTS—POSTE FRANCAIS.

"AUSTRALIAN,"
Captain Verron, will be despatched for the above
ports on or about MONDAY, the 16th inst.
For Freight or Passage, apply to

G. de CHAMPEAUX,

Agent.

Hongkong, 10th May, 1904.

CHINA COMMERCIAL STEAMSHIP

COMPANY, LIMITED.

司公限有船輪華中
FOR MOJI AND SALINA CRUZ
(MEXICO).

THE Steamship
"LOTHIAN,"
will be despatched for the above ports on
SATURDAY, the 21st inst., at 4 P.M.

For Freight, apply at Company's Offices,
No. 20, Des Voeux Road.

J. S. VAN BUREN,

Superintendent.

Hongkong, 10th May, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	21st inst., at Noon.
LONDON & ANTWERP	ALICHOUS	Brit. str.		BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MARINA	Brit. str.	H.G.H. Lewellen	P. & O. S. N. Co.	About 23rd inst.
LONDON & ANTWERP	DUCALION	Brit. str.		BUTTERFIELD & SWIRE	7th June.
MARSEILLES, &c., VIA PORTS OF CALL	AGAMEMNON	Fren.str.	Le Coispellier	P. & O. S. N. Co.	17th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	POLYNESIEN	Fren.str.	Foëme	MESSAGERIES MARITIMES	25th inst., at Noon.
HAVRE, BREMEN & HAMBURG	BASTER	Ger. str.		MELCHERS & CO.	17th inst.
HAVRE & HAMBURG	MARBURO	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st inst.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Fork	HAMBURG-AMERIKA LINIE	14th June.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Jabung	HAMBURG-AMERIKA LINIE	28th June.
HAVRE & HAMBURG	NURNBERG	Aus. str.	Rasovich	SANDER, WIELER & CO.	20th inst., P.M.
TRISTE, &c., VIA SINGAPORE, &c.	M. BACQUEHEM	Brit. str.		BUTTERFIELD & SWIRE	18th inst.
GENOA, MAESSELLES & LIVERPOOL	ACHILLES	Brit. str.		STANDARD OIL CO.	17th inst.
NEW YORK, VIA SUEZ CANAL	BREIZ HUEL	Brit. str.		STEWART, TONES & CO.	26th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	RAS ISSA	Brit. str.		DODWELL & CO., LTD.	About 3rd June.
VANCOUVER, VIA SHANGHAI, &c.	SATSUMA	Brit. str.		CANADIAN PACIFIC R. CO.	1st June.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.		CANADIAN PACIFIC R. CO.	17th inst.
VICTORIA (B.C.) & SEATTLE VIA NSAKI, &c.	E. OF CHINA	Brit. str.		PREUSSEN	WEDNESDAY
VICTORIA (B.C.) & TACOMA VIA JAPAN	CALCHAS	Brit. str.		PRINZ REGENT LUFTFOLD	25th May
PORTLAND, OREGON	SHAWMUT	Brit. str.		PRINZ HEINRICH	SATURDAY
AUSTRALIAN PORTS	ABAGONIA	Brit. str.		GNEISENAU	WEDNESDAY
AUSTRALIAN PORTS	EMPIRE	Brit. str.		SACHSEN	WEDNESDAY
YOKOHAMA & KOBE	CHANGSHA	Brit. str.		ZIETEN	WEDNESDAY
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.		SEYDLITZ	WEDNESDAY
MOJI & SALINA CRUZ (MEXICO)	CEYLON	Brit. str.		ROON	WEDNESDAY
SHANGHAI	LOTHIAN	Brit. str.		PREUSSEN	WEDNESDAY
SHANGHAI	FOOCHEW	Brit. str.		PRINZ REGENT LUFTFOLD	17th August
SHANGHAI	EASTERN	Brit. str.		PRINZ HEINRICH	WEDNESDAY
SHANGHAI	TIENTSIN	Brit. str.		PREUSSEN	WEDNESDAY
SHANGHAI	WHAMPOA	Brit. str.		PRINZ EITEL FRIEDEMICH	WEDNESDAY
SHANGHAI, KOBE & YOKOHAMA	CHUSAN	Brit. str.		PRINZ HEINRICH	WEDNESDAY
SHANGHAI, KOBE & YOKOHAMA	CHUSAN	Brit. str.		PRINZ HEINRICH	WEDNESDAY
NINGPO & SHANGHAI	COROMANDEL	Brit. str.		PRINZ HEINRICH	WEDNESDAY
FOOCHEW, VIA SWATOW & AMOY	SINGAN	Brit. str.		PRINZ HEINRICH	WEDNESDAY
TAMSUI, VIA SWATOW & AMOY	TRIUMPH	Brit. str.		PRINZ HEINRICH	WEDNESDAY
TAMSUI, VIA SWATOW & AMOY	TRITIOS	Brit. str.		PRINZ HEINRICH	WEDNESDAY
ANPING, VIA SWATOW & AMOY	TRITIOS	Brit. str.		PRINZ HEINRICH	WEDNESDAY
SWATOW, AMOY & FOOCHEW	TRITIOS	Brit. str.		PRINZ HEINRICH	WEDNESDAY
SWATOW, CHEFOO & TIENTSIN	TRITIOS	Brit. str.		PRINZ HEINRICH	WEDNESDAY
MANILA (DIRECT)	TRITIOS	Brit. str.		PRINZ HEINRICH	WEDNESDAY
MANILA	TRITIOS	Brit. str.		PRINZ HEINRICH	WEDNESDAY
MANILA (DIRECT)	TRITIOS	Brit. str.		PRINZ HEINRICH	WEDNESDAY
CEBU & ILOIO	TRITIOS	Brit. str.		PRINZ HEINRICH	WEDNESDAY

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the above port TO-MORROW, the 15th inst., at DAY-LIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 7th May, 1904.

[102]

FOR further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 14th May, 1904.

[1]

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E. A. HEWITT,
Superintendent.

Hongkong, 14th May, 1904.

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[1]

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Superintendent.</

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DALDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 18th May.
LONDON and ANTWERP	"ALCINOUS"	On 24th May.
LONDON and ANTWERP	"DEUCALION"	On 7th June.
LONDON and ANTWERP	"AGAMEMNON"	On 21st June.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

For freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[10-11]

Hongkong, 5th May, 1904.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOCHOW"	On 14th May.
SHANGHAI	"TIENTSIN"	On 16th May.
SHANGHAI	"WHAMPOA"	On 16th May.
CEBU and ILOIO	"WUCHANG"	On 16th May.
YOKOHAMA and KOBE	"CHANGSHA"	On 16th May.
NINGPO and SHANGHAI	"SINGAN"	On 17th May.
SWATOW, CHEFOO and TIENSIN	"KAIPONG"	On 18th May.
MANILA	"KANSU"	On 18th May.
THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 2nd June.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[12]

Hongkong, 14th May, 1904.

STEAMSHIP SERVICE TO NEW YORK
VIA SUZU CANAL.
(With liberty to call at Philippine Ports)

THE Steamship

"BREIZ HUEL"
will be despatched as above on TUESDAY, the 17th inst., instead of as previously advertised.
For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 11th May, 1904. [1123]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AIDEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship

"CHUSAN"
Captain W. B. Palmer, R.N.R., carrying His Majesty's Posts, will be despatched from this for Bombay, etc., on SATURDAY, the 21st MAY, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 9th May, 1904. [11]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.

THE Commissary Steamer

"PAUL BEAU,"

Captain Frangé, leaves Hongkong for Canton at 9 p.m. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European \$8.00

Second Class European \$3.00

First Class Chinese \$1.50

Second Class Chinese 80

Dec. 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to J. LANDOUX, Agent.

The Pharmacy, Queen's Road Central, Hongkong, 23rd March, 1904. [420]

NOTICES TO CONSIGNEES

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE Chartered H.A.L. Steamship

"THEODOR WILLE,"

Captain Kriitfeld, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-DAY, the 11th inst.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Codown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 11th May, 1904. [1234]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"OLDENBURG,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Codown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., To-DAY, the 10th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 16th May, at 9.30 A.M.

All Claims must reach us before the 21st May, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 10th May, 1904. [15]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ULYSSES,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 16th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th May, 1904. [10-11]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 8th May, 1904. [7]

DARLINGTON'S HANDBOOKS

"Sir Henry Ponsonby is commanded by the Queen to thank Mr. Darlington for a copy of his Handbook."

"Nothing better could be wished for!"—British Weekly.

"Far superior to ordinary guides."—Daily Chronicle.

Visitors to London should use

DARLINGTON'S HANDBOOKS.

"A brilliant book."—The Times.

"Particularly good."—Academy.

AND E. C. COOK & Enlarged Edition

AND E. T. COOK, M.A.

ENVIRONS.

24 Maps and Plans

60 Illustrations.

60 Illustrations.

10 Maps; 5s.

NORTH WALES.

DEVON AND CORNWALL.

80 Illustrations.

12 Maps; 5s.

COLEMAN'S WINCARNIS

A delicious beverage and tonic made from choice wines, Liebig's Extract of Meat, and Extract of Malt.

Over 6,000 Testimonials received from the Medical Profession of the United Kingdom.</

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.
The Kowloon with the American mail of the 16th ult., left Yokohama on Thursday, the 5th inst., and may be expected here to-day.
The *Astorian*, with the French mail of the 15th ult., left Saigon on Friday, the 13th inst., at 1 p.m., and may be expected here on or about Monday, the 16th inst. This packet brings replies to letters despatched from Hongkong on the 12th March.

MAILS WILL CLOSE

	POB	P.S.E.	DATE
Canton			Saturday, 14th, 7.30 A.M.
Hoihow and Haiphong			Saturday, 14th, 9.00 A.M.
Manila			Saturday, 14th, 9.00 A.M.
Macau			Saturday, 14th, 9.00 A.M.
Mojo			Saturday, 14th, 1.15 P.M.
Amoy, Straits and Rangoon			Saturday, 14th, 1.00 P.M.
Shanghai			Saturday, 14th, 2.00 P.M.
Swatow			Saturday, 14th, 3.00 P.M.
Bangkok			Saturday, 14th, 5.00 P.M.
Koko			Saturday, 14th, 5.00 P.M.
Nantao			Saturday, 14th, 5.00 P.M.
Samboe			Saturday, 14th, 5.00 P.M.
Macao			Saturday, 14th, 5.00 P.M.
Manila, Thursday Island, Coaktown, Cairns, Townsville, Brisbane, Sydney and Melbourne			Saturday, 14th, 5.00 P.M.
Swatow, Amoy and Foochow			Saturday, 14th, 5.00 P.M.
Swatow and Shanghai			Saturday, 14th, 5.00 P.M.
Haiphong			Sunday, 15th, 9.00 A.M.
Tienbin			Sunday, 15th, 9.00 A.M.
M. Strut			Sunday, 15th, 9.00 A.M.
Taichan			Sunday, 15th, 9.00 A.M.
Hofu			Sunday, 15th, 9.00 A.M.
Wingchau			Sunday, 15th, 9.00 A.M.
Empire			Sunday, 15th, 9.00 A.M.
Haidan			Saturday, 14th, 5.00 P.M.
Foosung			Saturday, 14th, 5.00 P.M.
Hau			Sunday, 15th, 9.00 A.M.
Tienbin			Sunday, 15th, 9.00 A.M.
M. Strut			Sunday, 15th, 9.00 A.M.
Taichan			Sunday, 15th, 9.00 A.M.
Hofu			Sunday, 15th, 9.00 A.M.
Wingchau			Sunday, 15th, 9.00 A.M.
Kinshan			Sunday, 15th, 9.00 A.M.

TO-DAY.

Sale, Household Furniture, Sales Rooms, Mr. C. P. Lammett, 2:30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

13th May.

ON LONDON.—
Telegraphic Transfer 1.91
Bank Bills, on demand 1.91
Bank Bills, at 30 days sight 1.91
Bank Bills, at 4 months' sight 1.91
Credits, at 4 months' sight 1.10
Documentary Bills, 4 months' sight/10.10

ON PARIS.—

Bank Bills, on demand 9.27
Credits, at 4 months' sight 2.31

ON GERMANY.—

Gold and 18.5

ON NEW YORK.—

Bank Bills, on demand 441
Bank Bills, at 1 day's sight 444

ON LOMBARDY.—

Telegraphic Transfer 135

Bank, on demand 135

ON CALCUTTA.—

Telegraphic Transfer 135

Bank, on demand 135

ON SHANGHAI.—

Bank, at sight 72

Private, 30 days' sight 72

ON YOKOHAMA.—On demand 8.84

ON AMALIA.—On demand Nominal.

ON SINGAPORE.—On demand Nominal.

ON BATAVIA.—On demand 10.83

ON HAIPHONG.—On demand 21 p.m.

ON SAIGON.—On demand 23 p.m.

ON BANGKOK.—On demand 6.24

SOVEREIGN, Bank Buying Rate \$10.85

GOLD LEAF, 100 fine, per tael \$57.70

BAR SILVER, per oz 25.12

OPIUM.

13th May.

Quotations are— Allow not, to 1 cent.

Malwa New \$16.20 to \$16.40 per cwt

Malwa Old \$16.80 to \$17.20

Malwa Older \$17.10 to \$17.50

Malwa V. Old \$12.00 to \$12.20

Persian extra fine \$8.80 to —

Persian extra fine \$9.00 to —

Java New \$12.47 to —

Vermes New \$3.33 to —

B. Nares Old \$13.20 to —

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. steamer *Kinea*, from San Francisco, via Honolulu, left Yokohama for this port on the 1st Inst.

THE FRENCH MAIL.

The M.M. steamer *Australie* left Saigon on the 13th Inst., at 1 p.m., for this port.

THE INDIAN MAIL.

The Indo-Chinese steamer *Kunseang* left for this port via the Straits on the 7th Inst., and may be expected here on the 23rd Inst.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver on Monday, the 2nd Inst., p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The steamer *Silvertown* from Antwerp, London, &c., left Singapore for this port on the 7th Inst., and may be expected here on the 14th Inst.

The P. & O. steamer *Inderapura* left Moji on the 10th Inst., and may be expected here on the 17th Inst.

The P. & O. steamer *Tientsin* left Singapore for this port on the 10th Inst., at 6 a.m.

The J.C.J. Liou steamer *Tiannaki* left Macassar for this port on the 10th Inst., and may be expected here on the 15th Inst.

The steamer *Richmond Castle*, from New York, arrived at Manila on the 29th ult.

The O.S.S. & C.M. steamer *Ayananmon*, from Pacific coast via Japan, is due here on the 27th Inst. from Nagasaki.

The O.S.S. & C.M. steamer *Ningchow* will leave Victoria (P.C.) for Japan and Hongkong on the 15th Inst.

The C.C. steamer *Chingpo* left Astoria for Japan ports and Hongkong on the 1st Inst.

The C.C. steamer *Atholl*, sailed from Salina Cruz for Mczi and Hongkong on the 30th ult., and is due here about the 5th prox.

The steamer *Seth* sailed from New York on the 4th Inst.

The P. & A. steamer *Indiasumha* sailed from Portland on the 6th Inst. via Japan ports, and may be expected here on the 6th prox.

The Boston Steamship Co.'s steamer *Tremont* left Victoria (B.C.) on the 12th Inst. for Japan and Hongkong.

STEAMER PASSED THE CANAL.

April 19th—Indonesia, Heindal, Elsinore, 22nd—Nuenber, Union, 26th—Flintshire, Border, Knight, Bamberg, Cayton, 29th—Cardiff, Rhine, May 3rd—St. Kilda, Alberga, Andria, Prins, & Marie, Pak Ling, Tenaris, Zieton, 6th—Twee Riviern, Biawak, Cleva, Tuckoo, 10th—Alesio, Sanbla, Biscaya (Aus), Lothring, Bony.

ARRIVALS AT HOME.

May 6th—Prussia, 10th—Konigsberg, 11th Java.

PASSENGERS.

Per *Mausam*, from Sandakan, Mr. Wheeler, Per *Wuchang*, from Cebu and Iloilo, Messrs. Hoskin and Leeward.

Per *Empire*, from Yokohama, for Hongkong, Dr. and Mrs. Kuegge, Mr. and Mrs. Donnige, Messrs. Domine, Lovy, Dowling and Lieut. Commander, C. H. S. U.S.N.

JOINT STOCK SHARES.

Hongkong, 13th May.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & Shai...	\$125—	\$165, buyers [London, £24 10s.
Natl. Bank of Chin...	\$1	\$8, sales & buy.
A. Share ...	\$8	\$8, sales & buy.
B. Share ...	\$8	\$8, sales & buy.
Foun. Share...	\$1	\$4, sellers
Heil's Associate E. A...	\$1	\$4, sellers
Canton-Hongkong Ice...	\$10	\$10, nominal
Campbell, Morris & Co...	\$10	\$7, sellers
China-Borneo Co., Ltd...	\$12	\$4, buyers
China Light and...	\$10	\$5,
Power Co., Ltd...	\$10	\$5,
China Prov. L. & M...	\$10	\$9, sellers
China Sugar ...	\$10	\$14, sellers
Cigar Companies...	\$10	\$14,
Altham, Ltd...	\$600	\$200,
Philippine Co., Ltd...	\$1	\$91, sellers
Cotton Mills...	Fls. 50	Fls. 33, sellers
Two International...	Fls. 75	Fls. 20,
Laon King Mow...	Fls. 100	Fls. 32,
Soychow...	Fls. 100	Fls. 170,
Hongkong...	\$10	\$14, sellers
Dairy Farm...	\$10	\$14, buyers
Penwick & Co., Gu...	\$22	\$8, sellers
Green Island Cement...	\$10	\$8, buyers
Hongkong & C. Gas...	\$26	\$16, buyers
Hongkong Electric...	\$10	\$16, buyers
H. L. Tramways...	\$10	\$16, ex div.
Steam Water-boat Co., Ltd...	\$10	\$16, ex div.
Hongkong Hotel...	\$10	\$16, ex div.
Hongkong Ice...	\$50	\$212, buyers
Hongkong Rope...	\$10	\$140, sellers
U. W. Dock...	\$10	\$12, sellers
Insurance...	\$50	\$95, sales
Caution...	\$85	\$85, buyers
China Fire...	\$22	\$22, buyers
China Trades...	\$22	\$22, buyers
Hongkong Fire...	\$22	\$22, buyers
North China...	\$22	\$22, buyers
Union...	\$13	\$13, sales
Yangtsze...	\$13	\$13, buyers
Land and Building...	\$100	\$136, buyers
Hongkong Land Inv...	\$100	\$116, buyers
Humphreys E. ...	\$100	\$114, buyers
Kowloon Land & B...	\$100	\$114, buyers
West Point Building...	\$100	\$114, buyers
Shanghai Land	\$100	\$114, buyers
Luzon Sugar ...	\$100	\$10, sellers
Mining...	Fls. 250	Fls. 60,
Charbonnages ...	\$100	\$10, sellers
Pumpon ...	\$100	\$10, sellers
Do. Preference ...	\$100	\$10, sellers
Raths ...	\$100	\$10, sellers
New Amer. Dock ...	\$100	\$10, buyers
Powell, Ltd ...	\$100	\$10, buyers
Steenship Co., Ltd ...	\$100	\$10, buyers
China and Manila...	\$100	\$10, buyers
Double Seas Steamsh...	\$100	\$10, buyers